Helen Gould Writes on Riches

Tells How to Make the Mo tof Wealth-The Opportunities of th Opulent.

(Copywright, The Christian He New York, 1900.) Miss Helen Miller Gould, dan of the late Jay Gould, has written

publication an autograph letter in which she sets forth the opportunities of the rich, declaring wealth to be a stewardship and not a means of per sonal gratification.

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As one of the richest American heiresses, and as one who herse it is making the most of her wealth in a philanthropic way, her letter is of peculiar interest. The world is familiar with her many good works and with those sterling qualities of character that have made hers the leading and best-beloved name among American women. In all that has to do with benevolence, philanthropy and human kindness, she has for a number of years borne an active and prominent part, and her gentleness, no less than her modesty and the excellent discrimination she exercises in the uses to which she puts her great wealth have won her the admiration of the nation. Our soldiers and saliors well-nigh worship her. Her generosity to the children of the poor and to invalids has made her name a household word in the humble homes of the land.

Her written opinion of the uses to

household word in the humble homes of the land.

Her written opinion of the uses to which wealth should be put cannot fail to interest everyone who has given even a passing thought to the subject of the responsibilities that attach to the possession of great riches. Is wealth a stewardship, and are we responsible for the use we make of it? In her letter, Miss Gould clearly takes this view. She discusses the various methods in which wealth may be made a blessing; how it may be applied to the highest advantage and to the noblest purposes. Her whole life is a beautiful illustration of the practical application of the great principles she advocates. This is her letter to the proprietor or The Christian Herald: Lyndhurst, Irvington-on-the-Hudson. Dr. Louis Klopsch: Dear Sir—Your letter of recent date is at hand, asking my opinion on the subject, "How to Make the Most of Wealth." It is a tople on which I am not well-qualified

to speak, and I would suggest that you make this same inquiry of some one of our leading clergymen, whose views on the subject would be a great inspiration to us all.

The Christian idea that wealth is a stewardship, or trust, and not to be used for one's personal pleasure alone, but for the welfare of others, certainly seems the noblest; and those who have more maney or broader culture owe a debt to those who have fewer opportunities. And there are so many ways one can help!

Children, the sick and the aged especially have claims on our attention, and the forms of work for them are numerous; from kindergartens, daymurseries and industrial schools, to 'homes' and hospitals. Our institutions for higher education require gifts in order to do their best work, for the tuition fees do not cover the expense of the advantages offered; and certainly such societies as those in our churches, and the Young Woman's Christian Association, deserve our hearty co-operation. The carnest workers who so nobly and lovingly gives their lives to promote the welfare of others, give far more than though they had simply made gifts of money, so those who cannot afford to give largely need not feel discouraged on that account. After all, sympathy and good will may be a greater force than wealth, and we can all extend to others a kindly feeling and courteous consideration, that will make life sweeter and better.

Sometimes it seems to me we do not sufficiently realize the good that is done by money that is used in the different industries in giving cmployment to great numbers of people under the direction of clever men and women; and surely it takes more ability, perseverance and time to successfully manage such an enterprise than to merely make gifts.

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You will, I am sure, be sorry you have made the inquiry of me, since I have given you so little information, but I think you can easily obtain opin-ions that will probably be far more heloful than mine. Believe me, very truly,

HELEN MILLER GOULD.

ONLY SLAVE DIARY.

An Extraordinary and Interesting Relic in British Museum.

Kept by an Arabian Prince Who Was a Slave-Attracting Attention of Scholars Who are Trying Hard to Decipher It.

There is no music lover in Richmond who would not have been pleased and music to one of the best known hymn tunes in America, that was brought o The Times office last week by Mr. B. F. Goulding, of Chattanooga. The score was for that most celebrated of nissionary hymns, "From Greenland's Icy Mountains," which was written by Bishop Heber, and has probably been sung at more missionary meetings than any other hymn in the hymn-book. It is known and used by all denominations, and has been translated into many of the languages of the very heathen, for whose benefit it was written. A most interesting fact about this hymn is that the rustic music to it was composed by Dr. Lowell Mason, of Georgia, from which State came the composer of "Home, Sweet Home," than which there is no better known or beloved piece of music in the English-speaking world. Dr. Mason dedicated this composition to Miss Mary Wallace Howard, of Georgia, Miss Howard married the Rev. F. R. Goulding, who was the well-known author of "The Young Marooners." This book of adventure was probably read by more young people in the generation of the war than any other young person's book of the period. It ran through numerous editions, one of which was printed during the war by Burke, Boykin & Co., who were publishers at Macon, Ga. This edition was printed in 1863, and was entitled, "The First Confederate from the Eighth United States Edition." Mr. B. F. Goulding, the son of the author, showed a copy of this Confederate edition to the Duke of Argyle, who is a well-known admirer of the Confederacy, its history, its aspirations, its literature and relies. The Duke is one who would especially treasure a publication which was pro-Icy Mountains," which was written by Bishop Heber, and has probably been Duke is one who would especially treasure a publication which was produced during the stress of that great war, and under the heavy difficulties with which the Southern printers then had to labor. "The Young Marooners" is enjoying a return to popular favor, but we doubt if there can be any edition gotten up in gold and Russia leather today that will equal in value of memory and associations that little green book published in Macon in 1863.

THE ONLY SLAVE DIARY.

THE ONLY SLAVE DIARY.

But perhaps the most extraordinary and interesting relic of slavery that is now extant in America, if not in the world, is a little book bound in sort buckskin, which is in the possession of Mr. Goulding. This book contains the only known diary that was kept by a slave. We do not refer to the memoranda made by the slaves who spoke English as their mother tongue, and who for generations had lived and grown up among white people, and had insensibly adopted white ideas and standards. But when we consider find the first slaves brought to America were caught in their native jungles in Africa like so many wild beasts, and that the great majority not only spoke the wildest dialects, but had no scintilla of a written language, it is doubly extraordinary that there should, among one of the first shiploads of slaves to Georgia, have been found a man of sufficient education and fixity of purpose, not only to understand a written language, but to have the intelligence and if we may use the expression, introspective interest to put his opinions on the new and strange surroundings which confronted him into the durabte form of a diary. The slave who did this extraordinary thing was an Arab prince, named Ben Ali, who, while on a raid himself against the blacks of the west coast of Africa, was captured along with the natives.

CAPTOR CAPTURED.

Master and man, prince and under-whole weather when the world along with the natives.

thrust into a slave ship and brought to America in a state of absolute equality. Ben All, by his intelligence and commanding presence, soon achieved an enviable position for himself with his new masters. He was set in authority, he lived in comparative case and comfort, but his heart must often have yearned for the mad dashes across the plains of Arabia, for the flerce fights in the slave kraals of Central Africa, for the wide stretches of sand in the broad deserts, and the glorious exhilaration of the chase of the ostrich on an Arabian steed whose blood could be traced back to the days of King Solomon. All this Ben Ali lost, and the effect of his loss upon him was set down in wild Arabic in the little diary which Mr. Goulding possesses. This diary has been taken to the British Museum, and parts of it have been translated, but so much of it is written in a forgotten dialect that it is difficult even for the most expert Arabian scholar to decipher it accurately. If nothing else, this diary will live and be remembered as a mute witness to the fact that the slaves that were brought to America were equal only in their slavery; individually they differed as widely as the poles. What a gulf there was between an Arab prince and a fetish worshiper from the banana groves of Guinen?

The greater part of this diary is

prince and a fetish worshiper from the banana groves of Guinen?

The greater part of this diary is taken up with prayers to Allah, whose name is written in the most impressive characters.

The other writtings of Ben Ali were buried with him, but this little diary has for that very reason an additional interest.

WHALEBACK STEAMERS.

Capt. McDougali's Great Invention-Rockefeller's Big Purchase. (Waldon Fawcett, in Pearson's Mag-azine.)

For many years there has been great waste to shipping on the Great Lakes of North America on account of the of North America on account of the severe storms that are quite commonon these waters. The lakes form an excellent waterway for the cheap transportation of merchandise, grain, ore, etc., from the West to the Atlantic scaboard, but before the invention of the whaleback the freight had to be transported on the conventional barges, Of course when a big storm came up and washed over the decks, the shipper suffered much damage to the cargo—a loss that ran up into the millions every year. Captain McDougall set to work to avert this great loss, and the invention of the whalebuck was the result.

citizen, John D. Rockefeller. For this fleet the multi-millionaire paid more than \$3.00,000; but the price was moderate, for once in possession of these vessels Mr. Rockefeller became, to a great extent, the master of the commerce of America's vast fresh water seas.

THE INVENTOR.

The man who first conceived the idea of the whaleback of the present day found the path to success quite as rugged as that which must be traveled by the average promulgator of radically new ideas. Captain Alexander McDougall is one of the most interesting personalities in America. He took out his first patent when a boy of 13 years, and his brain did not cease to evolve fanciful projects when in later years he became a sailor on the lakes, and finally master of a craft of his own. THE INVENTOR.

and finally master of a crate of a cown.

It was during this interim that he conceived the idea of the whaleback. The engineers, naval architects, vessel owners and shipbuilders, seemingly by common agreement, referred to the project as "McDougall's dream," and for years his wife was literally the only believer in the wonderful idea which it was claimed would revolutionize shipbuilding.

AN EXPERIMENTAL VESSEL.

AN EXPERIMENTAL VESSEL. Finally money was secured to build an experimental vessel, it was con-structed on the Delaware river and structed on the Delaware river and then taken apart and shipped in sections to Duluth, at the head of the Great Lakes, where it was reconstructed. So crude were the facilities available for this latter operation that fires had to be built on the ground in order to heat the iron. When this queer craft went into commission, however, she proved a great success, and a few months later the delighted inventor readily secured sufficient capital to build great shipyards at West Superior, Wis., opposite Duluth, and at Everett, Wash., especially for construction of whalebacks.

These craft have not only proved

Wash., especially for construction of whatebacks.

These craft have not only proved themselves capable of weathering the heaviest seas, but there have been repeated demonstrations of the ability of a whateback steamer to tow a fleet of whateback barges the entire length of the Great Lakes. Whatebacks have been transferred from the Atlantic Coast to the Great Lakes, and have been navigated from the lakes to the coast, incidentally "shooting" the rapids of the St. Lawrence river; they have sailed, via lakes, rivers, canals and the Atlantic ocean, direct from Duluth to the port of Liverpool, England; they have rounded Cape Horn and have practically encircled the globe.

BUT FEW LOST.

BUT FEW LOST.

Despite the taried experiences of these ships, which were originally supposed to be ill adapted to the navigation of even the smoothest of water, very few of the lessels have ever been lost. The only one lost on salt water up to a short time ago was the Wetmore, which went on a quick-sand bank off the coast of Oregon during a fog. A terrible storm which visited Cleveland, Ohio, a year or more ago iterally pounded a whaleback barge to pieces against the concrete breakwater to which she was moored, and it was weeks later before any trace of the missing vessel was obtained.

On the other hand, one of the whaleback barges successfully weathered the storm on Lake Superior in the early winter of 1829, although she broke away from the steamer which was towing her. The vessel was cast upon a barren coast, many miles from any human habitation, and the members of the crew were almost starved when ald was finally obtained.

ROCKEFELLER'S FLEET,

ROCKEFELLER'S FLEET, The great majority of the whalebacks range from 200 to 350 feet in length. The entire fleet, which John D. Rocke-

range from 200 to an feet in length. The entire fleet, which John D. Rocke-feller recently purchased, will carry in a single season 1,500,000 tons of iron ore, or sufficient to load 125,000 freight cars, which would, in turn, make up more than 3,000 ordinary trains.

It may be explained that the season of navigation on the lakes ordinarily extends over eight months of the year, and during that time each whateback may be expected to make twenty round trips up and down the chain of lakes, traveling, on a very conservative estimate, more than 30,000 miles. These vessels almost invariably earry iron ore on their trips down the lakes, and take cargoes of coal to ports in the Northwest on their return.

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millions every year. Captain MeDougall set to work to avert this great loss, and the invention of the whaleback was the result.

ON THE LAKES.

A whaleback on the Great Lakes must not be confounded with the "whalebacks" known to British shippers. The American whaleback consists of a vessel whose deck or decks are completely covered in by a steel roof shaped much like the back of a whale, and having a general form much resembling a cigar. This steel roof has several advantages; for one reason the rolling seas cannot hurt the cargo in a storm; instead the boat cuts without the least harm to cargo, boat or crew.

In the second place a whaleback of the same size as an ordinary boat or crew.

In the second place a whaleback of the same size as an ordinary boat or crew.

In the second place a whaleback of the same size as an ordinary boat or crew.

Then there is the greater speed at which these vessels can go or be drawn. In short, there is as much difference between a whaleback and an old-fushioned boat as there is between a hunk of wood and a life-buoy of the same dimensions.

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west coast of Africa, was captured along with the natives.

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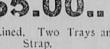
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